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**The Daily Press.**

HONGKONG, APRIL 8th, 1910.

A discussion of interest to Hongkong is proceeding at Home among those interested in shipping on the subject of Suez Canal dues, and whether intended as a threat in the hope of securing desired reductions or put forward as a serious proposal, the revival of the Cape route is being suggested. That such a course should even be contemplated indicates that the grievance is acutely felt, for it must be obvious that steamship companies and owners would not consider the use of the long sea route in preference to the Waterway which shortens so many long journeys were it not that there was some prospect of gain, and the fact that there is such a possibility is sufficient to call for some inquiry. The case for the ship-owners was succinctly and clearly expressed by the President of the United Kingdom Chambers of Commerce the other day when he pointed out that the present rates were a deterrent to the use of the Canal, and his remarks were certainly ominous when he declared that "rather than incur the heavy charges levied upon passing through the canal" many steamship companies and owners were using the long sea route by way of the Cape. His address helps to call attention to the fact that it is not an unusual thing, even in these days when speedy transit and quick delivery of goods have become a *sine qua non*, for steamers to go out or return from the East by way of the Cape. There are regular lines engaged in the Australian trade which

never use the Suez Canal at all, and there is a service of vessels, chartered for the long voyage to Australia outward in ballast and homeward with wheat cargoes, which proceeds in each case by way of the Cape. From their avoidance of the Suez route it is inferred that, given some further advance in the economy of coal consumption, shipowners whose boats are not pressed for time may presently largely favour the longer sea voyage to and from the East as enabling them to avoid Canal charges. For years past shipowners have been crying out against the excessive dues charged, but with no tangible results. True, a type of vessel has been designed with a view to reducing these charges to a minimum, but it seems to us that no great attention is likely to be paid to these complaints as long as a saving in coal consumption and a quick passage is secured by those using the Canal, and as long as the Waterway is able to accommodate a very limited amount of shipping. On the other hand, when it is seen that on the present rate of transit dues, 7fr. 75c. per ton, the net dividends for the year 1908 amounted to 14fr. francs on the ordinary 500 franc shares, and 116 francs on the "actions de jouissance," the feeling arises that some less return would help to remove some of the burdens complained of by shipping interests and still leave a handsome return on the capital invested. The complaints are mostly voiced by British shipowners, and not unnaturally, when it is remembered that not only does British shipping use the Canal to a greater extent than that of any other nationality, but Great Britain holds the largest number of shares. Great Britain cannot act alone in the matter of reduced charges; other interested Powers in the Canal have to be consulted, but there is no denying the fact that British representations ought to carry considerable weight in the Council of Administration. Whether the British representatives on the Council attach more importance to the interests of shipowners or to the profits of the undertaking remains to be seen, but in the general interests of the East we should not like to see the Suez Canal losing its popularity.

P. C. Farquharson, of the Hongkong Police, has been appointed inspector in the F. M. S. Police, and leaves for the South on Tuesday.

For stealing a watch and chain from a coolie employed at the Sugar Refinery another coolie was sentenced to two weeks' imprisonment with hard labour by Mr. Hallifax at the Magistracy yesterday.

The Singapore Chinese barrister, Mr. Wee Thean Tow, who was accused of committing perjury, has been found and guilty sentenced to two years' rigorous imprisonment.

A native who was found guilty of stealing two tins of paint and a quantity of rope from the Naval Yard was at the Magistracy yesterday by Mr. Hallifax sentenced to six weeks' imprisonment and six hours' stocks.

An ex-pupil of the Diocesan School was charged before Mr. J. R. Wood at the Magistracy yesterday with stealing two pairs of trousers from scholars at the school. The case was adjourned, and the defendant allowed out on bail of \$50.

The local office of the Toyo Kisen Kaisha inform us that they received the following telegram from their head office on Wednesday evening:—"Prince Tanaka and his suite left Yokohama on the 6th inst. at 3 p.m. by the Toyo Kisen Kaisha's steamer *Chigo Maru* with great satisfaction."

The son-in-law and the daughter of Mr. Roosevelt, ex-President of U.S. of America, have arrived in Peking. Mr. and Mrs. N. Longworth were entertained at a banquet given by Prince Ching, who has presented many valuable presents to the couple.

Mr. E. Cornwall Lewis, Assistant Postmaster-General, presented a Chinese before Mr. J. R. Wood at the Magistracy yesterday for infringing the exclusive rights of the Postmaster-General by bringing unstamped letters into the Colony. The defendant was fined \$25.

Experiments are being conducted in Java with wireless telegraphy for military purposes. Communication could easily be kept up with ships at sea and with coast places. It was found that mountains formed a serious obstruction to inland communication, but it is hoped to overcome this obstacle by using stronger currents.

Bishop Lander, accompanied by two chaplains, proceeded on Tuesday night to Canton, where his engagements include a confirmation at a Mission Station on the East River, preaching at the Shameson Church, and presiding over a Conference of Chinese Christians. His Lordship expects to be away from the Colony about a week.

The Indian watchman who was stabbed while attempting to arrest a Chinese who is accused of attempted armed robbery in Des Voux Road died in the Government Civil Hospital on Wednesday. The charge of cutting and wounding with intent to murder preferred against the two men arrested in connection with the affair will therefore probably be altered to one of wilful murder.

While off Kallat Island on the police launch on Wednesday night, Sergeant Willis noticed two fishing boats which appeared to be rather heavily laden, and on running alongside and boarding them he found that their cargo consisted of coal. The masters appeared before Mr. M. R. Hallifax at the Magistracy yesterday on a charge of unlawful possession, and were fined \$5 apiece.

Before Mr. E. R. Hallifax at the Magistracy yesterday he tenant of the first floor of 13, Sai Street was prosecuted for being in unlawful possession of 18 tins of compound opium and six tins of dried opium. The first charge again failed owing to the lack of provision for the Magistrate to deal with it under the new Ordinance, but on the second the defendant was fined \$4.20.

The third-class German cruiser *Nurnberg*, 3,396 tons displacement, carrying ten guns, arrived in Colombo on March 26th from Wilhelmshaven, after nearly one-and-a-half months' voyage. She started on February 2nd, and called at Aden on the 15th instant. The *Nurnberg*, which was launched in 1903, was built at Kiel, and has a crew of 295 hands. She is on her way to China, and will sail after coaling and provisioning.

Because a coppermith at Yamnati refused to join the coppermiths' guild, a number of the members of that body endeavoured to compel him to enrol himself. Finding threats of no avail, they attacked the obstinate copper worker with stout sticks and iron bars and caused such injuries that the man is not expected to recover. One of the assailants was arrested, was charged before Mr. E. R. Hallifax at the Magistracy, and remanded until Thursday next.

The cracker flared which whirled in the Ching Ming festival at Wongnischong has been the cause of considerable damage in that district. Sparks ignited the dry grass at the Coffee Plantation, the Mt. Caroline Cemetery, and along the hillside above the village, and were the cause of several large fires. The Wan-chai police were turned out on Wednesday to combat the flames, and after a hard day's work they were successful, but not before several acres of pine trees were destroyed.

H. M. S. *Sealark* left for the neighbourhood of Trang, early this morning, says the *Pingang Gazette* of March 29. She will return there about the middle of April, and remain in harbour about a month, while her officers elaborate a chart of the waters surveyed, and then proceed slowly to the Solomon Islands, where she will be attached to the Australian Squadron and carry out some important surveys. The work off the coast of Western Siam and Malaya will be continued by H. M. S. *Waterwitch*.

The opening of the Yunnan Railway for traffic was to take place with pomp and ceremony on March 30. Difficulties arose at the outset about the presence of the Governor-General of Indo-China at the capital of Yunnan during the festivities. It was feared that the Chinese would take offence should he venture within their territory, and would give reader belief to current rumours that Franco had designs on Yunnan. The result was that His Excellency determined to go no further than Lao-Kay, a railway station on the frontier line.

The Bangkok Sports Club have decided to import Australian horses into Siam. At a meeting held on the 25th ultimo it was reported that eighteen subscribers had signed for horses 12.2 and over. It was originally intended that the griffins should be obtained through Morton of Singapore, but the Chairman stated he had received a letter from Mr. Christie, whose partner, Mr. Bellamy, was at present in Australia, offering to supply eighteen ponies, vetted and landed in Bangkok for about 400 ticals apiece. After some discussion it was resolved to accept Mr. Christie's offer.

On March 26th, one of the brilliant spectacles which were an annual feature in Penang about a quarter of a century ago was to be seen again with all the magnificence and splendour of those "good old times" when money was more plentiful. The procession, which is said to have been about fifteen miles long, was illuminated by flaming torches, and blazing camp, held aloft in lattice-work hods, that served to show up every detail; it was apparent that much care and forethought had been taken by all concerned in the workmanship and general "get up," while the organization, which led to so many component parts coming together and forming one long procession which wound its way in and out of the streets without a hitch, speaks volumes for the enterprise of the promoters.

## PRINTING ESTABLISHMENT BURGLAR.

The printing establishment at No. 51, Des Voux Road, of which Mr. Rosario is the proprietor, was broken into between seven and eleven o'clock on Wednesday night, and a quantity of type and two clocks were stolen. On the night in question, after the employees had departed, Mr. Rosario padlocked the front door as usual and went home. Happening to pass the shop at about eleven o'clock the same night, he tried the lock and discovered that it had been forced open and tied together with a piece of string. On entering the shop he found a couple of sacks of type made up ready for carrying away, and also discovered that another lot of type and two clocks were missing. The police were immediately notified, and two detectives mounted guard in the premises for the night. Early the following morning a native pushed open the door and was about to enter when he saw one of the detectives and attempted to escape. The detective pursued him to the Yamnati ferry wharf, and there arrested him. The accused was charged before Mr. J. R. Wood at the Magistracy yesterday, and was remanded until Wednesday.

## TELEGRAMS.

[Forwarded by the Telegraph Message  
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[REUTERS' SERVICE TO THE "HONGKONG  
DAILY PRESS."]

## THE GOVERNMENT'S PROGRAMME.

London, April 6th.

According to Mr. Asquith's programme the Veto Resolutions should be passed by the House of Commons by the 14th instant, and the Budget should be finished before the recess at the end of April.

## MR. THEODORE ROOSEVELT CONGRATULATED.

London, April 6th.

Mr. Roosevelt has received hundreds of telegrams from both Catholics and Protestants in America congratulating him on his attitude towards the Vatican.

## PARLIAMENT AND TARIFF REFORM.

London, April 7th.

The House of Commons has rejected, by 235 votes to 202, a resolution that a change in the tariffs of the country is urgent and necessary to fight hostile tariffs, to improve trade and employment, and to establish imperial preference. The Nationalists abstained from voting.

## ROYAL VISITORS AT JERUSALEM.

London, April 7th.

Prince Eitel Fritz, accompanied by his Royal Consort, are paying a visit to Jerusalem. On arrival they were acclaimed by the Meerman Colony of 1,500 German pilgrims, and were welcomed by the municipality.

[FROM THE "CHUNG NGOI SAN PO."]

## THE ARRESTED REVOLUTIONARIES.

Peking, April 7th.

Information received from Hankow informed the Authorities that an attempt was to be made on the Regent's life, and the police were warned to watch the arrival and movements of a band of revolutionaries who had left that city.

When the dynamite was found near one of the gates of the palace eleven revolutionaries, who are natives of Canton and Hupeh, and who were under police surveillance, were arrested at Lukachiao.

## THE EMPEROR'S TUTOR.

Peking, April 7th.

Luk Yan Chang, one of the Grand Secretaries, has been appointed tutor to the Emperor.

## HOAX ON MR. CHURCHILL.

Between ten o'clock in the morning and six in the evening of March 11, over twenty-five tons of coal were offered for delivery at Mr. Winston Churchill's house, 33, Eccleston-Square. All day long heavily-laden wagons created a wailing up to the Home Secretary's town residence, only to return full-blown after a hurried and indignant consultation between the drivers and one of Mr. Churchill's men servants. Coal merchants and Home Secretary alike had been hoaxed by an unknown practical joker. Subsequent inquiries proved that each of the loads had been sent in response to orders purporting to bear Mr. Churchill's signature, one of them, indeed, on an official Home Office document. Only one merchant eluded the trap. That one was a Scotsman. He called to verify the order, and soon discovered that a hoax was in operation.

## OIL FUEL FOR THE NAVY.

Mr. H. Law (N. Donagel, West) asked the First Lord of the Admiralty on March 15th whether it was the intention of the Admiralty to make a greater use in the future of oil fuel; and a large quantity of such fuel been recently ordered; and at various depots; and had the Admiralty taken steps to secure an adequate supply of oil fuel in the future from independent sources. Mr. McKenna (First Lord of the Admiralty) replied to the four questions asked is in the affirmative, but it is not in the public interest to furnish details of the arrangements made or contemplated.

## "MICE AND MEN."

Some of us like a roaring farce which sends us into fits of laughter, correspondingly aiding the assimilation of the dinner we have just partaken of; some a musical comedy where we can join in the chorus and go home humming the tunes; some—but a very few—a pathetic play with hands crushing handkerchiefs; and some—but fewer still—tragedy where our blood is curdled by murder and sudden death, to be set running again at the finish by the spectacle of virtue triumphant and vice the tattered thing. There are, however, a large number of us who enjoy a good honest straightforward story at which we can laugh a little, feel a little sad, get a little thrilled, understand what it's all about, and, after a temperately emotional evening go home to bed feeling we could have played any of the parts ourselves. Of this sort is "Mice and Men."

The play centres round the Philosopher, the Foundling and Cupid. The Philosopher has been jilted in early life. "Jilted," he tells us, means "deceived," so he makes a bride of philosophy and children of mathematical calculations and develops a theory for training children "like savages in a hut." More than this, not having heard of what happened in the case of Richard Fernald, he puts his theory into practice and selects a ward from the Foundling Asylum to train up, to marry, and to confer a benefit on mankind by the pattern of a younger generation similarly systematized into being and shape.

The first act shows us the train lead and the match set. The last act shows us the resultant explosion. The play begins with the selection of the Foundling from half a score other Foundlings mothered by the Matron of the Foundling Hospital and fathered by the Bandle. The Philosopher makes his selection on proper theoretical lines; it is, of course, merely a coincidence that his choice falls on the best looking one of the lot, catechises her, and leaves her to say the multiplication table till his return. Philosophy having gone out of the room, Cupid, literally and figuratively, flies in at the window in the shape of the Philosopher's nephew, penniless and amorous as becomes a modern Cupid, in search of a lost miniature of the Philosopher's neighbour's wife. Cupid, artless fellow! at once charms the Foundling by song, makes arrangements to correspond with her and flies back again out of the window en route to Dublin, where the Philosopher has banished him as a menace for riotous living and making love to the Philosopher's neighbour's wife.

In the next act, two years later, we find the Foundling, trained to the hour, running barefoot on the heath in the morning and doing Heaven knows what at night, the Philosopher in love with and about to marry her, but with a very unphilosophical hesitation to telling her so; Cupid reformed and recalled to a Masquerade Ball in contemplation. Of what takes place there it is not proper here to indicate, save that great revelling ensues and the Philosopher makes a discovery.

It is a curious thing that no Philosopher are ever able to control their natural emotions by their Philosophy. This one certainly is not, but then he is in love, and Philosophers are supposed to be in love. Cupid, too, also makes a discovery not entirely unconnected with the Philosopher's neighbour's wife. Here are all the materials for a proper theatrical macabre with bits of favour for every palate, leading up to the last act, in which we are shown how the Philosopher's experiment panned out. To forestall this would be to go back on the author, and, since everyone is sure to go and see it for themselves, no disappointment will be created by not disclosing it here, where the last thing desired is to give the reader any inkling of the plot. Go and see for yourselves. Have a good dinner (with a little champagne, if your constitution can stand it), for you can rely on its digestion being assisted by merriment. Take a handkerchief to snuff; a delicate one will come to no harm. Don't miss the last tram, for there is certain to be a rush for it, and you may have to pay for another. Above all, don't come in late; and it is as certain as the prescribed authority made little apples that you won't come away early.

It only remains to state that the caste comprises all that is young and lovely and talented in the Colony, and is a mixture of well chosen as this metaphor of strong new blood with some of the vintage brands of the past, and that the application list for the spare Foundlings is largely over-subscribed—very largely over-subscribed—already, and the management desire it to be known that they will proceed to allotment immediately after the conclusion of the play on Saturday, the 16th instant, on presentation of a visiting card and a banker's guarantee, future dividends being announced in due course.

## HOW TO DESTROY THE DANDRUFF GERM.

That the dandruff germ is responsible for nearly all the diseases to which the scalp is heir, as well as for baldness and premature grey hair, is a well-known fact; but when we realise that it is also indirectly responsible for many of the worst cases of catarrh and consumption, we appreciate the importance of any agent that will destroy its power. We are therefore particularly pleased to give herewith the prescription which an eminent scientist and Specialist states he has found, after repeated tests, to completely destroy the dandruff germ in from one to three applications. This prescription can be made up at home, or any chemist will put it up for you: 3 ounces Bay Rum, 1 ounce Lavender de Compagne, 1 dram Menthol Crystals. Mix thoroughly, and after standing half-an-hour it is ready for use. Apply night and morning, rubbing into the scalp with finger-tips. If you wish it performed add teaspoonful of French Eau Fleuve perfume, which unites perfectly with the other ingredients. This preparation is not a dye, but is unequalled for promoting a growth of new hair, and for restoring grey hair to its original color.

## AMERICAN WARSHIPS IN PORT.

The U.S.S. *Charleston*, the flagship of the United States Asiatic Fleet, with Rear-Admiral John Hubbard, the Commander-in-Chief, on board, the U.S.S. *Cleveland*, and the U.S.S. *Chattanooga*, arrived in the harbour yesterday morning and saluted the port; the salute being returned. The fleet will remain in Hongkong until the 13th instant, when they will proceed on a cruise along the China coast. Their next port of call is Amoy, which they expect to reach on the 14th and leave on the 19th. On April 23rd the vessels arrive at Woonung, leaving that port on May 2nd, and reaching Nanking on the following day. On the 6th they will proceed to Kinkiang, and after a stay of three days in that port will proceed to Hankow, which will be reached on the 11th. Leaving again on the 14th the fleet will be at Woonung on the 11th, and after delaying a day there will proceed to Chefoo, arriving at the latter port on the 21st May. It is expected that the *Chattanooga* will be relieved by the *New Orleans* during the cruise, and will start for the United States shortly thereafter. The relief is a cruiser of 3,500 tons. Her horse-power is 7,500 and her speed 20 knots. She has a complement of 300 men, and was completed in 1898. Her armament consists of six 6-inch, four 4.7, and eighteen smaller guns, besides two torpedo tubes above water. The *Charleston*, it will be remembered, is the vessel aboard which the recent fatal gun explosion occurred at Manila. She is in charge of Commander J. H. Gibbons, while the captains of the *Cleveland* and *Chattanooga* are Commanders Hugh Rodman and J. D. McDonald.

## CHINESE OFFICIAL CHANGES.

Jung-ching, President of the Board of Education, has been appointed President of the Board of Rites, to succeed Ko-Pao-hua, who will be succeeded by Tan-Ching-ching, Vice President of the Board of Civil Appointments. W. Y. T. su, who was lately made a Grand Councillor, succeeds Ko-Pao-hua. This appointment is causing rather great surprise and shows that Wu is a special favourite of the Prince Regent.

## THE RUBBER DEALERS' BILL.

The Straits Government *Gazette* contains the objects and reasons of a new Ordinance, to be introduced in the Legislative Council, to control dealings in cultivated rubber. The object of the bill is the prevention of illicit traffic in cultivated rubber, by prohibiting the purchase, treatment or storage thereof except under license, subject to exemption of the actual grower from the prohibition as to storage. The system has already been legislated in the Federated Malay States, and is calculated to remove some of the difficulties which beset the detection of dishonest dealings in rubber. The stimulus to such dishonest dealings which is supplied by the present high price of the article calls for a counter-preventive. The bill provides for the inspection of licensed places, for the keeping of records of particulars of dealings, and for the mutual interchange, as between vendor and purchaser, of documents whereby the bona fide of the transaction may be gauged. A record in the local land offices of the extent of the cultivation of rubber on the different holdings will afford a means of checking the particulars contained in such documents.

## A PARAGON PRINTER.

The following letter reached the Borneo Government Printing Office by last mail, addressed to the Government Printer. We rather fancy that the applicant has over-estimated his speed as a compositor—if not, we should be pleased to engage him:—

Honoured Sir,  
With profound respect and with humble submission I prostrate myself before Your Honour's statue and pray to God to grant you and her ladyship long life to ordinary longevity happiness and prosperity and that you may further improve and succeed in throwing dust in peoples eyes, to beg for an employment in your Honour's Printing Department. I am a young man from Jaffa, I have passed the VII standard and Matriculation or Matriculation Examination at Jaffa College. I can do the following work with neatness and accuracy:—

As a COMPOSITOR—I can read any sort of manuscript & can compose 60 words in 60 seconds.

As a PROOF-READER—2nd to none, with eyes of Owl I can detect with ease any "Printers' devil."

As a CLERK & TYPIST—my handwriting is very beautiful (copper-plate) can write short-hand Isaac Pitman's system & can type 120 words in a minute.

As a CORRECTOR—I can read any sort of manuscript & can compose 60 words in 60 seconds. I shall be very thankful for an early reply—if Your Honour is able to get me something to do, I will come to Sandakan by the next boat. I will deposit every month 3 of my salary at your Honour's feet and pray every morning & eve that your shadow may never grow less.

I remain with profoundest submission,  
Your Honour's  
Most obedient humble & dutiful servant

## A THRILLING EXPERIENCE.

The *Times* of Colombo of the 17th ult. says:—News reaches us of a terrible and thrilling experience which befell two well-known Pessara sporting residents, Messrs. J. J. Robinson and J. P. Brown, last week. From the meagre details which have come to hand we gather that the gentlemen named were shooting in a tank infested with man-eating crocodiles. Three quarters of a mile from the bank a mishap occurred and the boat sank in 15 feet of water. The guns went to the bottom. The European gentlemen could swim fortunately; the boatman unfortunately could not. Rumoury and plucky Messrs. Robinson and Brown strook to the native. The fight towards the shore was a long and terrible experience. No one appeared to have noticed the accident and no assistance from that direction could be looked for. The reeds and weeds were awful and kept entraining round their legs and literally hauling them under. Added to this was the haunting fear of crocodiles, but probably the splashing which was made as these two men laboriously battled their way towards land with their helpless burden was their saving in this respect. It was a remarkable feat of endurance and of dogged pluck, and how they ever managed to save their own lives as well as that of their boatman will always be regarded as a marvel. "How the Crooks missed them," our correspondent adds, "I cannot make out for down there they are very savage and frequently take lives."











**THE**  
**HONGKONG AMATEUR DRAMATIC**  
**CLUB**

**WILL PRESENT**

**"MICE AND MEN"**

**ON**

**TUESDAY, WEDNESDAY and SATURDAY,**  
**12th, 13th and 16th April, at 9 p.m.**

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**Booking at Robinson's from 10 a.m. on Tuesday,**  
**the 5th April.**

**Hongkong, 8th April, 1910.**



# **NAPIER JOHNSTONES'** **"SQUARE BOTTLE"** **WHISKY.**



BEWARE OF IMITATIONS.  
UNVARIABLE FOR  
THE SAME TO-DAY AS IN 1745.  
150 YEARS.

SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.,**  
 and from ALL WINE MERCHANTS. [46]

## **AUCTIONS**

BY ORDER OF THE MORTGAGEE.  
**PUBLIC AUCTION.**

**M. R. GEO. P. LAMMERT** has instructions to sell by **PUBLIC AUCTION**, On **THURSDAY**, the 14th day of **APRIL**, 1910, at 12 o'clock Noon, at his Auction Room in Duddell Street, **THE VERY VALUABLE LEASEHOLD PROPERTIES**, comprising 40 HOUSES, Nos. 1 to 19 (inclusive) **PAVIA KENNEDY TOWN**, Nos. 1 to 39 (old numbers only) **BELCHERS ST.** and No. 1 ... **COLLINS STREET**, **VICTORIA, HONGKONG**, To be sold in **TEN LOTS**.

The Properties consist of—  
 All that piece or parcel of ground situate at **VICTORIA** in the Colony of **HONGKONG** and registered in the Land Office as **MARINE LOT No. 260**, having an area of 11,959 square feet at an Annual Crown Rent of \$192.  
 All that piece or parcel of ground situate at **VICTORIA** in the Colony of **HONGKONG** and registered in the Land Office as **MARINE LOT No. 261**, having an area of 11,675 square feet at an Annual Crown Rent of \$186.  
 And All that piece or parcel of ground situate at **VICTORIA** in the Colony of **HONGKONG** and registered in the Land Office as **MARINE LOT No. 262**, having an area of 13,225 square feet at an Annual Crown Rent of \$212.  
 Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors, **Messrs. DEACON, LOCKER & DEACON**, 1, Des Vaux Road Central, Hongkong, and also from The Auctioneer.  
 Hongkong, 4th April, 1910. [491]

BY ORDER OF THE MORTGAGEE.  
**PUBLIC AUCTION.**

**M. R. GEO. P. LAMMERT** has instructions to sell by **PUBLIC AUCTION**, On **WEDNESDAY**, the 20th day of **APRIL**, 1910, at 12 o'clock Noon, at his Auction Room in Duddell Street, **THE VALUABLE LEASEHOLD PROPERTY**, **IRON LOT** known as No. 115, **JERVIS STREET**, **VICTORIA, HONGKONG**.

The Property consists of all that piece or parcel of ground situate at **VICTORIA** in the Colony of **HONGKONG** and registered in the Land Office as Sub-Section No. 1 of **SECTION A** or **MARINE LOT No. 34**, and has an area of 760 square feet.  
 Proportion of Crown Rent payable \$13.40 per annum.  
 Particulars and Conditions of Sale may be had from the Vendor's Solicitors, **Messrs. DEACON, LOCKER & DEACON**, No. 1, Des Vaux Road Central, Victoria, Hongkong, and also from The Auctioneer.  
 Hongkong, 6th April, 1910. [502]

**DAVID CORSE & SON'S**  
**MERCHANT NAVY**  
**NAVY BOILED**  
**LONG BLAX**  
**KELIANE CROWN**  
**TARPULING**  
**ARNHOLD, KARBURG & CO**  
 Sole Agents.  
 1535]



**CHAPOTEAU'S MORRHUA**  
 Superior to Emulsions or Cod Liver oil.  
 Each tiny Morrhua capsule represents the medicinal value of a teaspoonful of oil.  
 Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.  
 Sold in bottles of 100 Capsules.  
 sold by all Chemists.

## **"SOLIGNUM."**

A perfect preservative stain for Wood, Stone and Brickwork.  
 It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours. Prospectus and full further information from **SIEMSEN & Co.** (Machinery Dept.), Hongkong, Sole Agents.  
 Hongkong, 8th December, 1909. [1494]

## **BEWARE OF IMPURE WATER.**



"PRANA" Sparklet Syphons enable you to produce the purest, freshest Soda Water obtainable.

**SAFER AND CHEAPER**  
 SOLD BY ALL STORES.

**SYPHONS** ... at \$2.00 each.  
**BULBS** ... at 0.90 per box.

**WHOLESALE BUYERS:**

Can obtain at London prices from **KWONG SANG HONG, LTD.**, Wholesale Agents, 246 and 248, Des Vaux Road, Central, Hongkong.

## **NEW CARTRIDGES.**

By popular English Manufacturers. In all Bore and Sizes.

**SMOKELESS POWDERS and CHILLED SHOTS.** From No. 10 to 888G. at \$6, \$7 and \$7.50 per 100, **SPORTING REQUISITES** and **AIR GUNS** in Variety.

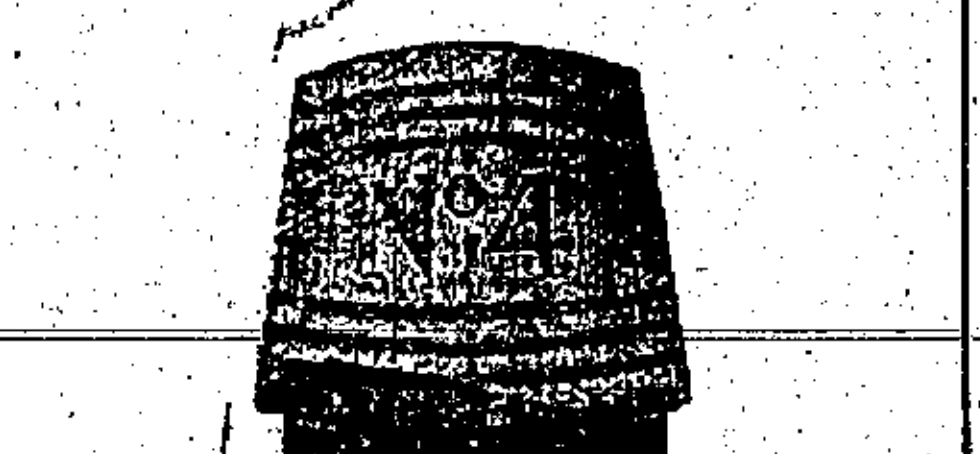
Inspection Invited.  
**WM. SCHMIDT & Co.**  
 Hongkong, 26th October, 1906. [1314]

## **AUTOMATIC BROWNING POCKET PISTOLS.**

**CALIBRE 7.65 mm.**  
**WITH CHAMBER for 8 CARTRIDGES**  
**FIRING 8 SHOTS in 2 SECONDS.**  
**SIEMSEN & Co.**  
 Hongkong, 6th March, 1907. [38]

As SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

## **THORNE'S OLD VAT**



**SCOTCH WHISKY.**  
 Sole Agents in **HONG KONG, CHINA & MANILLA:**  
**A. S. WATSON & CO. LTD.**

**DEVELOPMENT OF NEW FIELDS.**  
 But the greater use of oil does not mean more power to this tyrannical trust. The world's supply of oil has only just been tapped. It has not been the business—as it was not in the interest of the Standard Oil Trust—to develop new oil fields. Thus it secured and held for many years a monopoly in Mexico without boring a single well. It imported crude oil from America and it does the same in other countries, and has encouraged boring for new wells only on condition that it get the supply at its own price.

But new oilfields are being found and developed in many countries. The trust has to fight for its existence in America, and will not be able to control the new supplies which are coming into the market.

The world's production of petroleum is now stated to be 235 million barrels a year, about 65 per cent. of which come from the United States. India produces five million barrels, and the balance supplies come from Russia and the Balkans and Galicia. There are growing supplies from Borneo, Burmah, and Canada. The oilfields of Mexico, where an oil war is now raging, have rich deposits which have only just been tapped. Oil is now being produced in Persia, Saghalien, and many other parts of the world.

There are vast oil fields yet to be developed within the British Empire, and the adoption of oil-fuel by the Navy will give an impetus to production, as the Navy will oil itself from within the Empire as it has oiled itself. New oil wells are being sunk in New Brunswick, wells have been sunk in Trinidad, and there has been a notable development in Australia. The Commonwealth Oil Company, of which Sir John Draxler is chairman, has been formed for the purpose of some time, and other oil properties are developing in Australia. A notable addition to the list is a new enterprise, the Australian Oil Company, which has secured valuable properties in New South Wales.

**CODE WORD, "DOCK."**  
 A.I. A.R.C. and Engineering Code Used  
**NEW DOCK NOW OPEN.**

**DOCK No. 3.**  
 Extreme Length ... 722 feet.  
 Length on Blocks ... 714  
 Width of Entrance on Top ... 563  
 Width of Entrance on Bottom ... 883  
 Water on Blocks at Spring Tide ... 341

**DOCK No. 1.**  
 Extreme Length ... 523 feet.  
 Length on Blocks ... 513  
 Width of Entrance on Top ... 88  
 Width of Entrance on Bottom ... 77  
 Water on Blocks at Spring Tide ... 63

**DOCK No. 2.**  
 Extreme Length ... 371 feet.  
 Length on Blocks ... 350  
 Width of Entrance on Top ... 66  
 Width of Entrance on Bottom ... 53  
 Water on Blocks at Spring Tide ... 22

**PATENT SLIP.**  
 Suitable for vessels up to 1,000.

**THE WORKS** are well equipped with the latest plants and appliances to undertake BUILDING or REPAIRING SHIPS, ENGINES and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand. The COMPANY has the powerful steamer "OUBA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service. [865]

## **THE OIL "BOOM."**

There is, says a London contemporary, another "boom" in oil coming which has nothing to do with the ups and downs of shares on the Stock Exchange and the action of speculators; but is a new industrial factor of immense importance. Petroleum is about to play a greater part in industrial life. Up to now it has been used chiefly as an illuminant; it will be used more and more for fuel and power.

A new demand arose for oil with the invention of motor-cars, and motor-cars are increasing every year. All commercial vehicles will in the near future be driven by motor, and add enormously to the consumption of motor, as the heavier the vehicles the more petrol they will consume.

The Admiralty, which has been experimenting with oil fuel for several years, had recently given a contract for a supply of Scottish oil for the Navy. This is the beginning of a revolution. Oil has many advantages over coal as fuel for battleships. It is more powerful than coal, less bulky and therefore requires less space to store. It enables the battleship to carry heavier armaments, it is cleaner, it saves labour in stoking, gets rid of smoke, and enables the engines to get up speed quicker. It can be stored in any part of the ship, so long as it is connected with the boiler-house by a pipe. This simplifies the problem of "coaling" at sea. Ships can go a greater distance without "stopping." The Admiralty is now building great storage-tanks at our coaling stations, and in a few years the whole Navy will be driven with oil. The boilers in all recently-built battleships have been adapted for using oil fuel.

If oil fuel is preferable for warships, it is equally advantageous for the mercantile marine. Smokeless steamers fired with oil fuel will soon be the rule.

**OIL TRUST TYRANNY.**  
 If oil has these advantages for use at sea, the same applies to its adoption in industrial life. Manufacturers will use it as a substitute for coal. Our industrial cities will no longer be blackened with smoke. Then railways are beginning to use oil as fuel. The Mexican railways have used oil for some years, the Australian railways are using it, and the Canadian railways are considering its adoption.

The extent to which oil fuel can become a competitor with coal and a substitute for it depends on price and supply. Up to now there has not been a free market in oil. The Standard Oil Trust, the most powerful organisation which ever existed, has cast a blight over the oil industry by stifling competition in America, and in other parts of the world. It is now harnessed by prosecution in the United States, but the Government has allowed it to attain its gigantic power before making existence more difficult for it. According to the official evidence which has been produced against it at many investigations there is no crime in which its agents have not committed in creating and maintaining its monopoly. Certain it is that the Standard Oil Trust has been the most corrupting and demoralising factor in commercial and political life in America. And its machinations have not been confined to America. It has tried to monopolise the oil business in every country of the world, and probably still controls two-thirds of the world's supplies through its numerous tentacles.

It is the most perfectly organised piece of industrial machinery ever conceived. It has its ambassadorial corps, its espionage, its representatives in every country, attending every Parliament when oil is concerned. It has its secret service, with its spies in the offices of competitors. It has a vast publicity organisation used to subsidise newspapers and attack competitors. It is as unscrupulous as it is powerful. The Standard Oil Trust contains within itself all the worst elements of monopoly, and gives the public none of the benefits of the economy of combination.

Meanwhile, our onward progress has ceased, and we hang there in mid-air over a curious globular structure, which I had some difficulty in identifying as the Albert Hall.

It is curiously hard, from above to identify even well-known landmarks. For one thing, their aspect is, of course, utterly new; and for another, even the largest buildings seem lost in the maze of houses, churches, factories, and shops that make up the landscape. The damage to the motor was irreparable.

Thenceforward we ceased to be passengers in an airship, and became balloonists. Slowly, a gentle wind wafted us northward, and steadily we began to sink, until, above the Marble Arch, we were only a few hundred feet above the earth.

Mr. Spencer, emptied out ballast, however, and we rose again, still drifting northward, until far away below us lay Finsbury Park, with the towers of the Alexandra Palace beyond. And now the heat of the sun, striking upon the envelope, inflated the gas so that the "Carbie" was drawn steadily up and up until it had passed through the cloud belt, and rode in the gas atmosphere above.

**THE DESERT.**  
 The aneroid registered 5,700 feet above the earth. Motion was imperceptible, for we could hardly see any fixed object whereby to judge our position.

"Still rising," said Mr. Spencer, and judging it time to descend, he pulled the cord of the escape valve.

A cold wind drove up from beneath our feet as we slowly sank once more into the clouds.

When next we saw the earth distinctly, it showed brown fields, patches of wooded land, and hedge-lined lanes lay beneath us. Blue smoke curled up from warm red roofs, and we heard the lowing of cows, the barking of dogs, and the cawing of chickens.

"Now clear place to come down in," said the pilot. "I wonder where we are. It should be near Epping, I think."

Slowly at first, but ever faster and faster, the green earth rose to meet us. The frame-work of the "Carbie" touched ground, then jolted and lurched along, tearing down a fence, and finally came to rest sideways on the ground.

## **OVER LONDON BY AIRSHIP.**

A dirigible airship which is known as the "Carbie" started at one o'clock on March 14th from the Wandsworth Gasworks with the intention of flying to and fro over London within the four-mile radius. The motor broke down, however, and it descended at Nasing Common, some miles beyond Wandsworth, at three o'clock in the afternoon.

The airship consisted of a cigar-shaped envelope eighty feet long by forty feet high, with a car capable of holding four persons and driven by a small engine.

The passengers were Mr. Henry Spencer, who was in charge, Mr. F. W. Gudden, and a special correspondent of the *Express*.

We left the earth, wrote the *Express* Special Correspondent, with a rush and a drive, upwards and outwards, the tanks of compressed gas behind the "Carbie's" passage, and the airship lurched abruptly, skimming the roof of a wharf shed by inches.

The river soon lay far below, and still the "Carbie" beat her strong night skywards. Already the cries of the dwindling crowd on the field whence we had started were drowned in the deep thrumming of the motor and the rushing of the wind. Slowly, steadily, the airship soared and circled, casting about to gain a course for Olympia; and the great panoramas of London spread before our eyes, a faded carpet of fantastic design.

It was a magic more potent than that of the Flying Horse in "The Arabian Nights," which carried the king's son over the sleeping cities of India; stronger than that of the Flying Carpet, the Flying Trunk, the Seven League Boots, or Simbad's Roc.

We flew by the power of the Magic Bubble, which was a kind of gas—like the Slave of the Lamp. And the Slave of the Lamp bore us higher and over higher, until houses were as matchboxes, the many-bridged Thames was a slender streak of gleaming yellow, and parks and gardens splashed of green on the dingy face of London.

**THE ROAD OF LONDON.**

On the narrow lines which when on earth we knew as streets and highways anti-like beings—more specks of black—stood still and looked upwards. Doubtless they waved and sent shrill cries up to us, but already we were too far away to see or hear. Even the motor-omnibuses—strange little things that crawled mysteriously on the face of the earth—went up to us as that great height no sound of their going.

But still there was a full rhythmic roar that beat steadily on the upper air—the never-silent voice of London. Now and then the shriek of a railway train—which, seen from above is ludicrously like an agitated earring—rose above the confused mass of duller sounds; and sometimes, listening carefully, one could hear the barking of a dog. Yet, for the most part, one heard only an indistinguishable murmur as of a giant brooding in his sleep.

Then suddenly there was a change in the steady song of the motor. It was a change that betokened disaster, for the drone became a broken murmur, the fans of the propeller beat the air more slowly and uncertainly, and ceased to revolve.

When you are two thousand feet above the earth and unexpected things begin to happen to your engine, you feel, if you are a novice, awfully unhappy. It suddenly occurs to you that, between the plates of your feet and their legitimate resting place, the solid earth, there is only about a quarter of an inch of wicker-work and something like half a mile of air.

**GYMNASIUM IN THE SKY.**  
 My companions, however, evinced no consternation. They certainly appeared to be annoyed; and one of them, Mr. Henry Spencer, clambered out of the car and calmly proceeded to walk along the outer framework and investigate the motor. With one arm flung negligently over a bamboo support about as thick as a curtain pole, and his knee crooked round another, he sat there, as much at home, apparently, as if he were in an armchair, and began to turn the engine inside out with a screw.

Meanwhile, our onward progress had ceased, and we hung there in mid-air over a curious globular structure, which I had some difficulty in identifying as the Albert Hall.

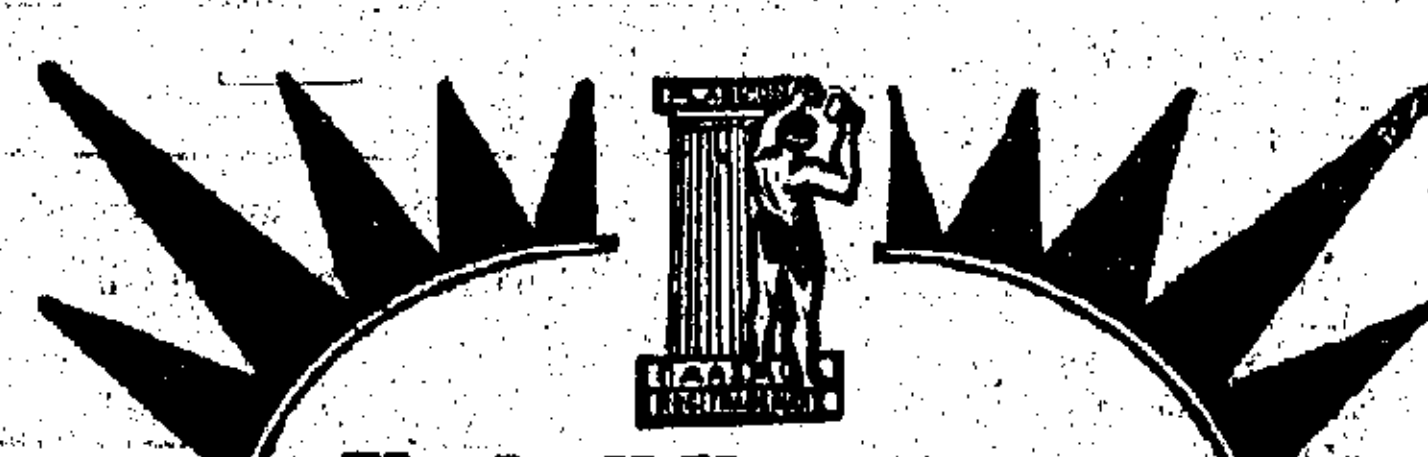
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**PRINTING**  
 Nothing creates such a good impression in business as the use of First Class Printing.

The difference in cost between good and bad printing and material is generally nil.  
**"THE HONGKONG DAILY PRESS"**  
**PRINTING WORKS**  
 turn out the Best Printing at Reasonable Prices



## **Up-building Food.**

If you need more strength and staying power; if you wish to build up a strong constitution, take Plasmon with your food. Plasmon consists of the organic salts and phosphorus of milk, and increases tenfold the nutritive value of any food, without altering its taste or smell.

## **PLASMON**

Plasmon Cocoa, Plasmon Chocolate and Plasmon Biscuits. Can be obtained of all Chemists, Grocers and Stores. Plasmon, Ltd., London.

305-5

## **THE SEEKER AFTER HEALTH**

is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is **BEECHAM'S PILLS**. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys

## **SHOULD TAKE**

these pills. They are a skilful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

## **BEECHAM'S PILLS.**

Sold everywhere in Boxes, price 9d., 1/11 & 2/6.

131-2

## **COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.**



**WHAT IT HAS DONE FOR OTHERS it will DO FOR YOU**  
 Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina. Vitality and Force to Men, Women and Children.

## **BUY IT TO-DAY**

From any leading Chemist.

## **MUSTARD & COMPANY.**

Wholesale Distributors for China and Hongkong, No. 22, Museum Road, Corner of Soohow Road, Shanghai. [257]

## **THE MUSIC OF YOUR BLOOD.**

Have you ever heard your blood? Have you ever put one of those large sea-shells to your ear, and heard what children say is the sound of the sea, the "music of the waves"? Well, that is really the sound of your blood—as it circulates in the empty shell. You can hear it sometimes when your head is on a pillow, but it does not sound so musical then. Try the shell at any time and you will find that your blood is always flowing. That is Nature's way of constantly carrying the nourishment from well-digested food to every part of your body. But what happens when food is not digested? Instead of carrying nourishment, your blood carries the foul products of indigestion to every part of your system, from your head to your feet! No wonder you then have pains all over, headaches, a sense of languor, depression of spirits and a tired-out feeling. You can only be well again when food is converted into pure, good blood that will feed and nourish you; and that happy condition will be yours, when your stomach is restored to working order, enabled to digest food perfectly. Mother Seigel's Syrup tones and strengthens the stomach, because it is made from medicinal extracts of roots, barks and leaves, which have a remarkable tonic effect on the stomach as well as the liver and bowels. It makes food nourish you, purifies your blood and thus keeps you in vigorous health.

Mr. Frank Rogers, of Parsonage Cottages, Catherington, near Horndean, Hants, writes: "I am a strong, hearty man, and all my life to working in the open country, but about three years ago I found myself unable to eat without suffering terrible pain across my chest within a quarter of an hour—the sort of pain one might expect who had eaten too heartily. This went on for several weeks, growing worse all the time. To avoid the pain, I ate so little that I became almost too weak to work. I suffered also from sleeplessness, the pain at my chest troubling me by night as well as day; but as I never had a sick stomach, people told me my complaint could not be indigestion."

Through reading one of your booklets which was left one day at my cottage, I came to the conclusion that they were wrong. So I made up my mind to try a bottle of Mother Seigel's Syrup, and right glad I am that I did so. The very first dose did me so much good that I knew I was on the road to a cure. I continued to take the syrup till I had used up three bottles and then, being quite free of pain and able to eat without fear, I took no more of it. From that day to this I have been as well as a man need be."

If your system is being poisoned by the foul products of indigestion, you will have trouble, as Mr. Rogers had, until the cause is removed. Mother Seigel's Syrup promptly and surely removes the cause and thus restores health and strength.

## **NOW ON SALE.**

## **MAIL TABLES FOR 1910.**

Show the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.  
 Mounted on Card 30 Cents.  
 On Paper 20.  
 On Sale at the Hongkong Daily Press Office.

## **NOTICES TO CONSIGNEES**

### **"SHIRE" LINE OF STEAMERS, LTD.**

### **NOTICE TO CONSIGNEES.**

FROM HAMBURG, ANTWERP, MID-DLESBORG, LONDON, COLOMBO AND STRAITS.

**THE Company's Steamship**

"MONMOUTHSHIRE," having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 8th inst., at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever. All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on the 8th inst. No Claims will be admitted after goods have left the godown, nor will they be recognized if presented after 10 days of vessel's arrival here. This vessel brings on 200 bales woodpulp or "Thesops" from Tromsjoen.

**JARDINE, MATHESON & Co., Ltd., Agents.**  
 Hongkong, 2nd April, 1910. [487]

### **FROM NEW YORK.**

### **THE H.A.L. Steamship**

"ARAGONIA," Captain Meyer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-Day. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

**HAMBURG-AMERIKA LINE.**  
 Hongkong Office.  
 Hongkong, 5th April, 1910. [499]

### **LABUAN COAL.**

NOTICE—THIS COAL can only be obtained from **THE LABUAN COAL-FIELDS CO., LD.**, who are prepared to supply FRESH COAL straight from the mines. Steamers load at the Wharves. Quick Telegrams: "Labor Labuan." **BRADLEY & Co., Agents.**  
 Hongkong, 12th August, 1909. [233]







# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI MOJI, KOBE, NOKO and YOKOHAMA	DELTA	5 P.M. 8th April	Freight and Passage.
SHANGHAI	DELTA	About 14th April	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 16th April	See Special of Call.

For further Particulars, apply to  
HONGKONG, 2th April, 1910.

# CHINA NAVIGATION CO., LD.

DESTINATION	STEAMERS	TO SAIL
NINGPO, SHANGHAI & CHINKIANG	"LIANGCHOW"	On 8th April, 4 P.M.
SHANGHAI	"CHINCHUA"	On 10th April, 4 P.M.
CEBU & ILOILO	"SUNGKIANG"	On 11th April, 4 P.M.
MANILA	"TEAN"	On 12th April, 3 P.M.
TSINGTAI, WEIHAIWEI, CHEFOO & NEWCHOW	"NANCHANG"	On 12th April, 3 P.M.
SHANGHAI	"HUICHOW"	On 12th April, 4 P.M.
SHANGHAI	"CHENAN"	On 14th April, 4 P.M.
SHANGHAI	"LINAN"	On 17th April, 4 P.M.
MANILA, ZAMBOANGA, THUESDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BEES, BANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 21st April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANULI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FAIRS, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("CHINCHUA", "CHENAN", "CHINCHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—  
HONGKONG, 8th April, 1910.

# DOUGLAS STEAMSHIP CO., LIMITED.

STEAMERS	FOR	LEAVING
"HAIYANG,"	SWATOW, AMOY and FOOCOW.	FRIDAY, 8th April, at 10 A.M.
"HAIMUN,"	SWATOW	SUNDAY, 10th April, at 10 A.M.
"HAICHING,"	SWATOW, AMOY and FOOCOW.	TUESDAY, 12th April, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—  
HONGKONG, 8th April, 1910.

# EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	Middle of April.
SHANGHAI, YOKOHAMA and KOBE	"PEKING"	End of April.
MARSHALLS, COPENHAGEN and BALTIC PORTS	"CATHAY"	About first half of May.
COPENHAGEN and BALTIC PORTS	"TRANQUEBAR"	End of May.

For Further Particulars apply to  
HONGKONG, 2nd April, 1910.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"CHOWSANG"	Friday, 8th April, Noon.
MANILA	"YUENSANG"	Friday, 8th April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 9th April, Noon.
SHANGHAI	"KWONGSANG"	Sunday, 10th April, 4 P.M.
MANILA	"CHEONGSANG"	Friday, 15th April, 4 P.M.
TIENSIN	"CHEONGSANG"	Tuesday, 16th April, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wed. day, 27th April, Noon.

RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.

The Steamers "KUMSANG", "YUENSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sui. Exch. 4.

For Freight or Passage, apply to—  
HONGKONG, 8th April, 1910.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR	TO SAIL
CALLAO, IQUIQUE, VALPARAISO, etc., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA, CRUZ (Mexico).	1910.
S.S. BUYO MARU	10,500 tons gross
S.S. HONGKONG MARU	11,000 "
S.S. RIYO MARU	17,200 "
S.S. BUYO MARU	10,500 "
S.S. HONGKONG MARU	11,000 "

For particulars apply to  
N. YAMADA, Acting Manager.  
TOYO KISEN KAISHA, King's Building.  
Hongkong, 31st January, 1910.

# NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	MIYAZAKI MARU KITANO MARU IYO MARU	WED. DAY, 13th April, at Daylight. WED. DAY, 27th April, at Daylight. WED. DAY, 11th May, at Daylight.
VICTORIA B.C. & SEATTLE	KAMAKURA MARU	SATURDAY, 23rd April, from Kobe.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	INABA MARU TAMBA MARU	TUESDAY, 26th April, at Noon. TUESDAY, 24th May, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU NIKKO MARU	FRIDAY, 15th April, at Noon. FRIDAY, 13th May, at Noon.
SHANGHAI and KOBE	BOMBAY MARU	TUESDAY, 12th April, at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU	WED. DAY, 13th April, at Noon.
Kobe and YOKOHAMA	HIRANO MARU	THURSDAY, 14th April, at Noon.
BOMBAY via SINGAPORE and COLOMBO	HAKATA MARU	TUESDAY, 19th April, at Noon.

# CHEAPEST SUMMER RATES

BETWEEN HONGKONG AND JAPAN PORTS.  
Commencing 1st June, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

§ Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chancery Road.

T. KUSUMOTO, MANAGER.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 9th April, Noon.
RUBI	2540	A. Fraser	Manila	On 16th April, Noon.

For Freight or Passage apply to  
HONGKONG, 4th April, 1910.

# HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.  
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

# NEXT SAILINGS FROM HONGKONG:

OUTWARD.			
FOR SHANGHAI, KOBE & YOKOHAMA :		FOR MARSEILLES & HAMBURG :	
S.S. ANDALUSIA... ..	3rd April	S.S. SEPELIA... ..	12th April.
S.S. SILESIA... ..	21st April	FOR HAVRE & HAMBURG ...	12th April
S.S. SENEGAMBIA ...	6th May.	S.S. ELBERGIA ...	12th April
S.S. SUEVIA.,, ...	18th May.	FOR ROTTERDAM & HAMBURG :	
		S.S. C. FEED LAEISZ	22nd April.
		FOR MARSEILLES, ROTTERDAM & HAMBURG	
		S.S. AMBERIA ...	26th April.
		FOR HAVRE & HAMBURG :	
		S.S. ALESIA ...	26th April
		FOR HAVRE & HAMBURG :	
		S.S. ANDALUSIA ...	10th May.

Further Particulars, apply to—

Hongkong, 5th April, 1910.	<b>HAMBURG-AMERIKA LINIE,</b> Hongkong Office.	11
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# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of April	JAVA	First half of April
TJILATAP	JAVA	First half of April	JAPAN	First half of April
TJIPANAS	JAPAN	First half of April	JAVA	First half of April
TJILIWONG	JAVA	First half of April	SHANGHAI	First half of April
TJIMAH	JAVA	Second half of April	JAPAN	Second half of April
TJIKINI	JAVA	First half of May	SHANGHAI	First half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN.  
York Buildings, 1st Floor.  
Hongkong, 30th March, 1910.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

FOR	STEAMERS	TONS (GROSS REG.)	LEAVES
TACOMA VIA MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WED. DAY, 20th April, at Noon.
	"CHICAGO MARU" Capt. I. Goto	6,182	WED. DAY, 18th May, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silks, Trophies and Parcels. Special attention given towards Express connections.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
SHANGHAI VIA SWATOW, AMOY & FOOCOW	"CHOSHUN MARU" Capt. T. SURUGA	SATURDAY, 9th April, at 8 A.M.
TAMSUI VIA SWATOW & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	TUESDAY, 12th April, at 10 A.M.
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED. DAY, 13th April, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout First Class Cabin.

The Newly Built Steamers: "CHOSHUN MARU" and "BUNN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS & CO.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—  
16, DES VOUX ROAD, HONGKONG.

Japan Office:—  
14, WATER STREET, YOKOHAMA.

# SHIPPING IN PORT

STEAMERS	FROM	TO SAIL
ANGHIN, German str., 1,001, Chr. Kumpel	5th April—Bangkok 26th March, Rice and Wood—Butterfield & Swire.	
MACHEW, German str., 995, R. G. Zollner	4th April—Bangkok 27th March, Rice and Meal—Butterfield & Swire.	
MANDANAN MARU, Japanese str., 3,245, K. Shimidzu	4th April—Mitsui Bussan Kaisha, Coal—Mitsui Bussan Kaisha.	
MERUPO, Chinese str., 1,339, J. McArthur	3rd April—Shanghai 31st Mar., General—C. M. B. N. Co.	
NANCHANG, British str., 1,067, R. Robertson	5th April—Newchwang, Chefoo, Weihaiwei and Tientsin 31st March, General and Salt—Butterfield & Swire.	
PAOTING, British str., 1,270, Jones, 10th March	—Saigon 4th March, Rice and Paddy—Butterfield & Swire.	
QUINFA, German str., 1,000, Scholtesinger	28th March—Saigon 23rd March, Rice—Siemssen & Co.	
SINONGAN, Dutch str., 1,202, H. Vos	6th April—Cherbon 27th March, Sugar—Yvon Fat Hong.	
SUNGKIANG, British str., 987, H. A. Harde	5th April—Cebu and Iloilo 1st April, Sapon Wood—Butterfield & Swire.	
TATYUAN, British str., 1,459, L. Dawson	6th April—Australian Ports, General—C. S. N. Co.	
TJIPANAS, Dutch str., 3,000, J. B. v. Damme	5th April—Yokohama via Mitsui 21st March, General and Coal—Java-China-Japan Lijn.	
TJIMAH, Chinese str., 1,260, Juliusen	31st March—Saigon 27th Mar., Rice—Willems & Co.	
TJIKINI, Chinese str., 2,560, 6th April—Mitsui	—Bussan Kaisha.	
VERONA, German str., 2,990, F. Kimmall	2nd April—Kobe 26th March, General—Order.	
WONKONG, German str., 1,115, H. Thibekon	2nd April—Bangkok 2nd March, General—Butterfield & Swire.	
YUENSANG, British str., 1,128, P. H. Rolfs	4th April—Manila 1st April, General—Jardine, Matheson & Co.	
ZAFIRO, British str., 1,618, R. Rodger	4th April—Manila 2nd April, Sugar, Hemp and General—Shewan, Tomes & Co.	



# RODI & WIENENBERGER PFORZHEIM I/B.

MANUFACTURERS OF  
GENUINE ROLLED GOLD JEWELLERY: NECKLETS,  
BRACELETS, BROOCHES, SCARF-PINS,  
WATCH-CHAINS, &c.

FOR PARTICULARS, CATALOGUES AND SAMPLES APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM,**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

Date of Despatch from London.	Date due in Hongkong.	Vessel.
18th & 19th March.	10th inst.	Chenai.

The *Salazie*, with the French mail of the 11th ult., may be expected here on or about  
Friday, the 15th inst.

FOR	PER	DATE.
Bangkok	Quinta	Friday, 8th, 9.00 A.M.
Hatohow and Bangkok	Wongkoi	Friday, 8th, 9.00 A.M.
Swatow, Amoy and Foochow	Haiyang	Friday, 8th, 11.00 A.M.
Quang Chow Wan, Hoihow, Pakhoi and Haiphong	Hanoi	Friday, 8th, 11.00 A.M.
Swatow and Shanghai	Chongang	Friday, 8th, 11.00 A.M.
Batavia, Cheribon, Samarang, and Sourabaya	Jipang	Friday, 8th, 1.15 P.M.
Macao	Sui Tai	Friday, 8th, 3.00 P.M.
Manila	Yucang	Friday, 8th, 3.00 P.M.
Ningpo, Shanghai and Chingkiang	Liangchow	Friday, 8th, 4.00 P.M.
Shanghai	Nova	Friday, 8th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Choshun Maru	Friday, 9th, 11.00 A.M.
Singapore, Penang and Calcutta	Kwansang	Saturday, 9th, 11.00 A.M.
Macao	Sui Tai	Saturday, 9th, 1.15 P.M.
Swatow and Bangkok	Zalro	Saturday, 9th, 5.00 P.M.
Swatow, Singapore and Bangkok	Loonok	Saturday, 9th, 5.00 P.M.
Shanghai	Arguin	Saturday, 9th, 5.00 P.M.
Shanghai	Kwansang	Saturday, 9th, 5.00 P.M.
Shanghai	Registration	4.15 P.M.
Shanghai	(Registration, with late fee of 10 cents, up to 5.00 P.M.)	Letters Sunday, 10th, 9.00 A.M.
Swatow	Hainan	Monday, 11th, 2.00 P.M.
Angkor, Koror, Yap, Saipan, Truk, Ponape, Kunio, Jaluit, Butaritari, Tarawa, Ocean Island, Nauru, Simpsonhafen and Sydney	Germany	Monday, 11th, 3.00 P.M.
Cebu and Manila	Singkiang	Tuesday, 12th, 9.00 A.M.
Swatow, Amoy and Foochow	Haiching	Tuesday, 12th, 10.00 A.M.
Shanghai, Kobe and Moji	Japan	Tuesday, 12th, 10.00 A.M.

## HALL'S DISTEMPER

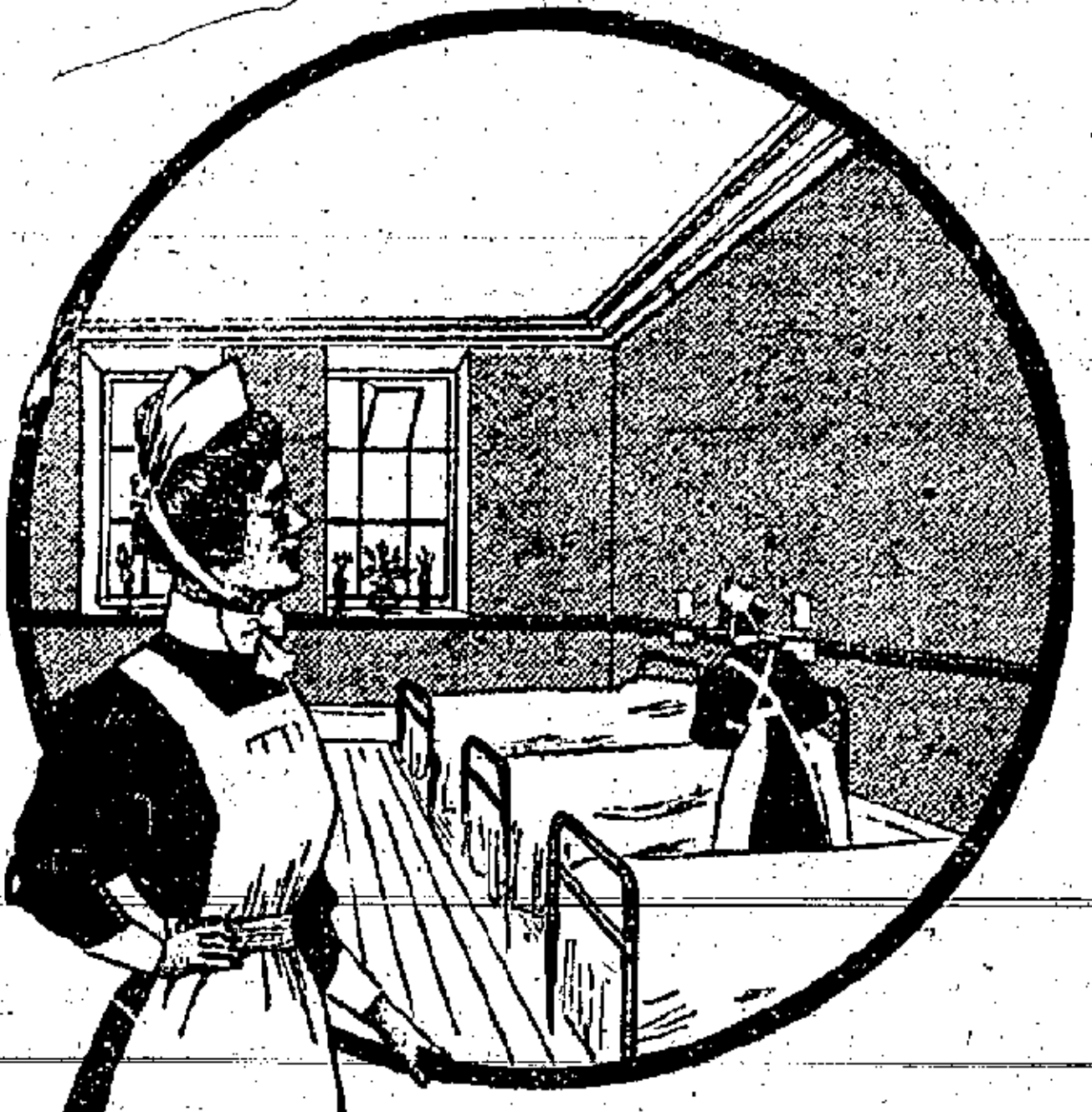
Hall's Distemper sets hard  
as cement and never fades or  
changes colour. It is dust  
proof, and perfectly washable  
if lightly sponged with tepid  
water.

It is when first applied a  
thorough disinfectant destroying  
all vermin and microbes.  
It can be guaranteed to con-  
tain 1 1/2 per cent. of Cresylic  
Acid.

It is cheaply and easily  
applied with a white-wash  
brush, saving 40 per cent.  
of the cost of labour.

The One Decoration which  
exceeds all others for Hospitals,  
Convalescent Homes, Nursing  
Institutions, etc., is Hall's  
Distemper, because—

IMPORTANT NOTE.—In all  
cases of infectious disease,  
Hall's Distemper is not only  
the cheapest, but the most  
thoroughly effective disinfect-  
ant and artistic decoration  
to employ.



AGENTS—WILLIAM C. JACK & CO., LTD.  
14, DES VOUX ROAD, HONGKONG.

**FOORTHCOMING EVENTS.**

Saturday, 9th April—Boxing at City Hall 9 P.M.

Saturday, 9th April—Annual Football Dinner  
of the Hongkong Football Club, at the  
Hongkong Hotel, 8 P.M.

Tuesday, 12th April—Entertainment—"Mico  
and Men" at the Hongkong Amateur  
Dramatic Club, 9 P.M.

Wednesday, 13th April—Thirty-Seventh Ord-  
inary Yearly Meeting of Union Insurance  
Society of Canton, Ltd., Noon.

Wednesday, 13th April—Forty-Fourth Yearly  
Ordinary Meeting of China Traders'  
Insurance Co., Ltd., 12.30 P.M.

Thursday, 14th April—Auction of Valuable  
Leasehold Property, at Auction Room by  
Mr. Geo. P. Lammer, noon.

Saturday, 16th April—Half-Yearly Meeting  
of Hongkong Yachting Club, 12.30 P.M.

Wednesday, 20th April—Auction of Valuable  
Leasehold Property at Auction Room, by  
Mr. Geo. P. Lammer, noon.

Thursday, 21st April—Twenty-fifth Ordinary  
General Meeting of The Yangtze Insur-  
ance Association Ltd., Shanghai, 4 P.M.

Thursday, 21st April—Extraordinary General  
Meeting of The Yangtze Insurance  
Association Ltd., Shanghai, 4.15 P.M.

**OPIMUM.**

Quotations are:—

Malwa New	...	\$2,800/2,850 per picul
Malwa Old	...	\$2,850/2,870
Malwa Older	...	\$2,880/2,900
Malwa V. Old	...	\$1,600/1,600
Peruvian extra fine	...	\$2,600/2,700
Patna New	...	\$2,850 per chest
Patna Old	...	...
Benares New	...	\$2,900
Benares Old	...	...

**STEAMERS PASSED THE CANAL.**

March 28th— <i>Argonia</i> Asyuan, Belgavia.	
China 11th— <i>Andalusia</i> , China W.	
Douglas, Nov. 15th— <i>Benavon</i> , Goben.	
Pelaton, 18th— <i>Hirano Maru</i> , Saitama.	
Breconshire, Glomogon, Measun, Nyanoo, Pak Lany, Seneca.	
Buelon, Carnarvonshire, Katana, Moyune, Peking, Sino, Tongo Maru, Yunnan, Biverton.	
April 1st— <i>Australia</i> , Carmarthenshire, Ka- singa, Kaga Maru, Luatov, Pelus, Vermont.	
St. Lawrence, H. F. Ferdinand, Palkon.	

**ARRIVALS AT HOME.**  
April 5th—*Glenhurst*, Katsow, Kintuck.

## COMMERCIAL. CLOSING QUOTATIONS.

April 7th.

**ON LONDON.**

Telegraphic Transfer	1/16
Bank Bills, on demand	1/16
Bank Bills, at 30 days' sight	1/16
Bank Bills, at 4 months' sight	1/16
Credits, at 4 months' sight	1/16
Documentary Bills at months' sight	1/16

**ON PARIS.**

Bank Bills, on demand	222
Credits, at 4 months' sight	222 1/2

**ON GERMANY.**

On demand	180 1/2
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**ON NEW YORK.**

Bank Bills, on demand	43
Credits, at 60 days' sight	44 1/2

**ON BOMBAY.**

Telegraphic Transfer	131
Bank, on demand	131 1/2

**ON CALCUTTA.**

Telegraphic Transfer	131
Bank, on demand	131 1/2

**ON SHANGHAI.**

Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
Credits, On demand	86 1/2
ON YOKOHAMA—On demand—Pesos	86 1/2
ON MANILA—On demand—Pesos	74 1/2
ON SINGAPORE—On demand	106
ON BATAVIA—On demand	7 1/2 p.m.
ON HAIPHONG—On demand	7 1/2 p.m.
ON SAIGON—On demand	87 1/2
ON BANGKOK—On demand	87 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.35
GOLD LEAF, 100 fine, per tal.	\$89.20
SAN SILVER, per oz.	24 1/2

**SUBSIDIARY COIN.**

Chinese	20 cents pieces	\$8.90 discount
Chinese	10 "	\$9.15
Hongkong	20 "	\$8.56
Hongkong	10 "	\$8.90

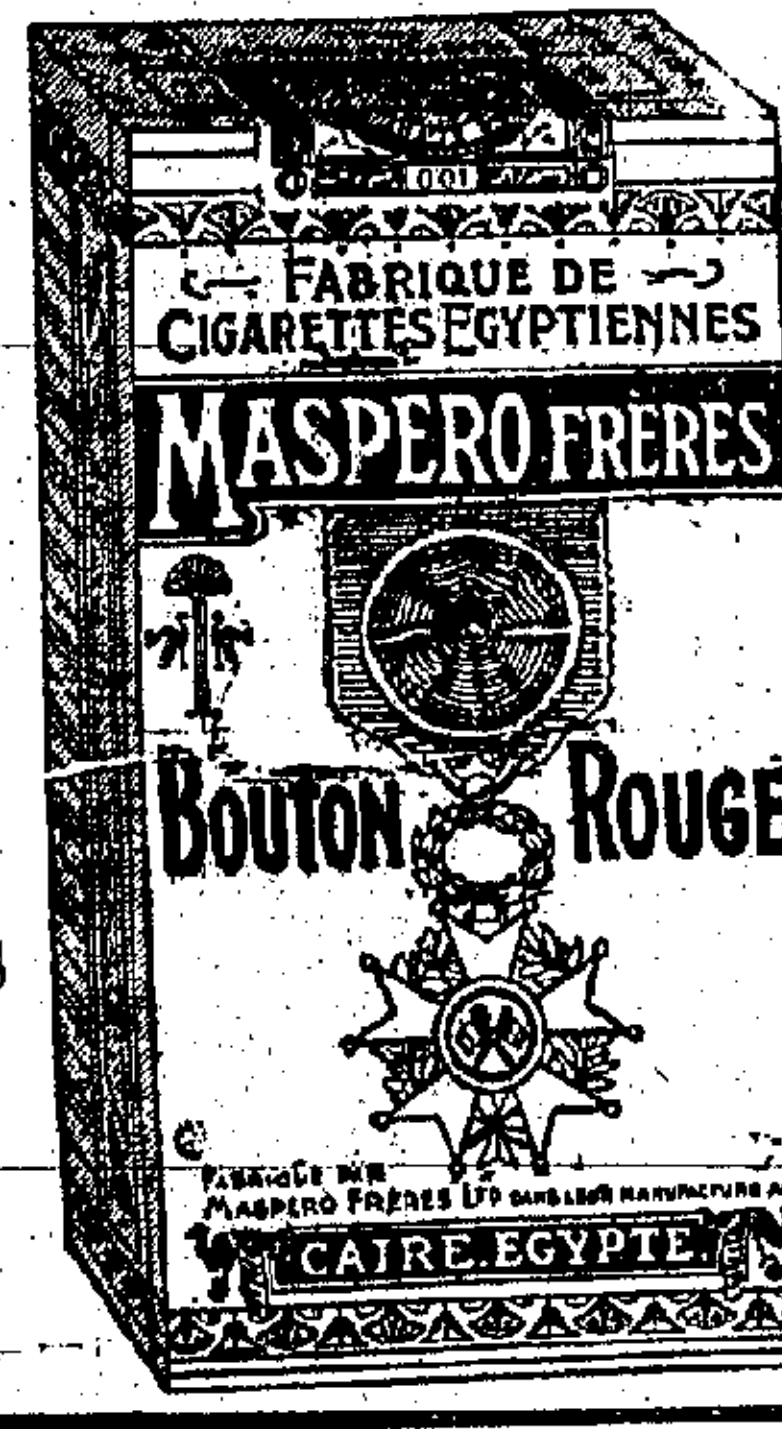
## ON SALE.

**BOUND VOLUMES OF THE HONGKONG  
WEEKLY PRESS.** July to December,  
1909. With Index. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS"  
Office.  
Hongkong, 29th January, 1910.

# The Cigarettes of Distinction Bouton Rouge and Felucca



A LUXURY TO  
THE MAN  
OF TASTE.



IN 50'S & 100'S  
HERMETICALLY SEALED BOXES  
AT \$4.20 AND \$2.80 PER 100  
FROM ALL TOBACCONISTS.

## SHARE LIST—QUOTATIONS.

HONGKONG, APRIL 7th, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$960.
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$10 1/2, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$6 1/2, buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$8, sales
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 142 1/2, sales
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 75	Tls. 75	\$64, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 100	Tls. 100	Tls. 70.
Loon-Kung-Mow C. Spinning & Weaving Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 300, x.d.
Soy Chee Cotton Spinning Co., Limited	40,000	\$7 1/2	\$6	\$18 1/2, buyers
<b>DOCKS AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$58, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$58, buyers
New Amoy Dock Co., Limited	10,000	\$6 1/2	\$6 1/2	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 82.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 120.
<b>ENVIK &amp; CO., LIMITED</b>	18,000	\$25	\$25	\$10, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$7 1/2, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$204, sellers
Hongkong Telephone Company, Limited	12,000	\$50	\$50	\$107 1/2, x.d. sales
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$83 1/2, x.d.
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	all	\$150, sales
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$21 1/2, sales
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$170, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$108, buyers
China Traders Insurance Co., Limited	20,000	\$83 1/2	\$25	\$92, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$37 1/2, sal. & buy.
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, Nom.
Union Insurance Society, Limited	12,400	\$250	\$100	\$910, sal. & buy.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$230, Nom.
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$101, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$8 1/2, sal. & buy.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$30
Shanghai Land Investment Co., Limited	75,000	Tls. 50	Tls. 50	Tls. 106.
West Point Building Co., Limited	12,500	\$50	\$50	\$42, sellers
<b>MINING.</b>				
Societe Francaise des Charbonnages du Tonkin	16,000	Fes. 250	all	\$625, buyers
Raut-Australien Gold Mining Co., Ltd.	200,000	\$1	18/10	\$16, sal. & buy.
Peak Tramways Co., Limited	25,000	\$10	all	\$16, buyers
Philippine Co., Limited	50,000	\$10	\$10	\$15, buyers
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$167, sal. & buy.
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$89, sellers
Robinson Pines Co., Limited	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	20,000	\$25	\$25	\$8, buyers
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$31, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	60,000	\$15	\$15	\$75, sal. & buy.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$146.10
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$25, sellers
Star Ferry Company, Limited	10,000	\$10	\$5	\$14 1/2, sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$25, buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, buyers
<b>STOCKS AND BONDERS.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$5, sellers
Watkins, Limited	10,000	\$10	\$10	\$4, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$10, buyers
Weissmann, Limited	3,000	\$10	\$10	\$12, sellers
United Asbestos Oriental Agency, Limited	5,900 ordy.	\$10	\$10	\$300.
Union Waterboat Co., Limited	100 iders	\$10	\$10	\$9, sellers
<b>RUPEES.</b>				
Singapore and Johore	...	...	...	\$30 (Str.)
Batavia	...	...	...	\$260 (Sta.)
Pegohs	...	...	...	\$75 (Sta.)
Alingars	...	...	...	97, buyers
Anglo-Malaya	...	...	...	37 1/2
Cassidella, fully paid	...	...	...	120
Consolidated Malayad	...	...	...	220
Damansaras	...	...	...	170
Highlands and Lowi	...	...	...	157, prem.
Kamunings	...	...	...	220
Kuala Lumpur	...	...	...	120
Ledbury's	...	...	...	65
Linggis	...	...	...	46
Sepangs	...	...	...	82 1/2
Shelfords	...	...	...	170
Sungei-Kapras	...	...	...	170
United Bendang	...	...	...	100
Bukit Kajangs	...	...	...	48, prem.
Eastern and Internal	...	...	...	20
London Ventures	...	...	...	20
Sumatra Paves	...	...	...	8 1/2
Merlimans	...	...	...	145 1/2
Batu Tiges	...	...	...	145 1/2

## INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE  
OCEAN MARINE INSURANCE CO.  
TOTAL FUNDS AT 31st DECEMBER, 1909,  
\$19,121,310.

I. Authorized Capital ... \$6,000,000  
Subscribed Capital ... 3,275,000  
Paid-up Capital ... 1,212,500 0 0  
II. Funds ... 3,204,753 7 10  
The Underigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE and MARINE at Current Rates.  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 15th January, 1909. 908

## VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* will be due to  
arrive at Hongkong to-day between 8 and 10  
a.m.

The T.K.K. str. *Tenyo Maru* left Yokohama  
on the 4th inst., and is due to arrive at this  
port on the 12th inst.

THE INDIAN MAIL.

The Apar str. *Jagan* from Calcutta left  
Singapore on the 4th instant afternoon, and  
may be expected here to-morrow.

The Indo-China str. *Namwang* left Calcutta  
for the Straits and Hongkong on the 4th inst.,  
and is due here about the 16th inst.

THE AUSTRALIAN MAIL.

The N.Y.K. str. *Nikka Maru* (Australian  
Line) left Thursday Island for this port via  
Manila on the 31st ultimo, and is expected here  
on the 11th inst.

MERCHANT STEAMERS.

The Apar str. *Ararat*, from Kobe,  
left Moji on the 3rd inst., and may be expected  
here to-day.

The B. & A. Line str. *Andalusia* left Singa-  
pore on the 2nd inst. a.m., and may be expected  
here to-day.

The Danish str. *Tranquebar* left Singapore  
on the 3rd inst., and may be expected here to-  
morrow.

The Bank Line Ltd's str. *Suvaric* left Van-  
cover on the 13th ultimo for Hongkong via  
Japan ports.

The Mogul Line str. *Atholl* left the United  
Kingdom on the 12th ult. for Hongkong via  
Straits.

The N.Y.K. str. *Bombay Maru* (Bombay  
Line) left Bombay for this port direct on the  
25th ultimo, and is expected here on the 10th  
inst.

The N.Y.K. str. *Miyazaki Maru* (European  
Line) left Kobe for this port via Moji and  
Shanghai on the 2nd instant, and is expected  
here on the 11th inst.

The O.B.K. str. *Seattle Maru* from Tacoma  
left Moji for this port direct on the 31st  
ult., and is expected to arrive here on or about  
the 12th inst.

The N.Y.K. str. *Yawata Maru* (Australian  
Line) left Yokohama for this port via Kobe,  
Moji and Nagasaki on the 2nd inst., and is  
expected here on the 12th inst.

PASSENGERS.

ARRIVED.

Per *Flintshire*, from Japan and Shanghai,  
Mr. and Mrs. Master Hamilton.

Per *Haiyang*, from Swatow for Hongkong,  
Mr. and Mrs. Wilkinson and Miss Hayes.

Per *Ichia*, from Bombay, Mr. E. Vital,  
Mrs. O. Brown, Rev. W. E. Bancroft and family,  
Rev. D. Y. Davidson and family and Mr. Danforth.

Per *Nova*, for Hongkong, from London, Mr.  
and Mrs. H. Staples and infant, Mrs. J.  
Hyde and children, Mrs. G. H. Bymer, infant  
and nurse, Mrs. Rodd, Dr. A. W. T. Helden,  
Messrs. A. M. Regardis and Willer, from Penang,  
Singapore, Mr. and Mrs. Atley and child, Mrs.  
Murray Bain, Mrs. Thomas, Messrs. H. M. and  
N. K. Bain and P. H. Lacon.

Per *Goeben*, for Hongkong, from Hamburg,  
Mr. W. Schoof, from Genoa, Messrs. Elise  
Strand and Clara Koester, Capt. Bendixen,  
Capt. Wm. Langschweggen, Messrs. Gerhard  
Rosse, Arthur Genz, from Naples, Peter Sixtus  
Gentner and Mrs. A. Masco, from Genoa, Mrs.  
and Dr. Donules, from Colombo, Capt. A. E.  
H. Kennard and Capt. Gemahlin, from Penang,  
Messrs. J. Schmidt and Gemahlin, from Singa-  
pore, Mrs. Nadel, Col. Railward, Dr. Fritz  
Schmige, Dr. Fr. Wohlaner and Gem., Messrs.  
B. F. Perkins and Gem., Rich. H. Boerhake and  
Gem., H. Wilford Keller, Paul Lutterhaus,  
Holbrook, Gemahlin and W. H. Steuting.

## VISITORS AT HOTELS.

HONGKONG HOTEL.